

# THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, OCTOBER 31, 1892

## The Share Market.

**LATEST QUOTATIONS**  
 Hongkong and Shanghai Bank.—112½ per cent. prem. sellers.  
 The National Bank of China, Ltd.—on £7.10. paid up.—35 per cent. dit. sellers.  
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—\$11. buyers.  
 The Bank of China, Japan & the Straits Ltd.—Founders' shares, £20, buyers.  
 Chinese Imperial Loan of 1884 B.—3½ per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C.—2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1885 E.—14 per cent. premium.  
 Union Insurance Society of Canton—\$82 per share, ex. div., buyers.  
 China Traders' Insurance Company—\$55 per share, sellers.  
 North China Insurance—Tis. 240 per share, sellers.  
 Canton Insurance Company, Limited—\$105 per share, buyers.  
 Yangtze Insurance Association—\$102, sellers.  
 On Tai Insurance Company, Limited—Tis. 150 per share.  
 Hongkong Fire Insurance Company—\$365 per share, sellers.  
 China Fire Insurance Company—\$364 per share, sales and buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$31, sales and sellers.  
 China and Manila Steam Ship Company—28 per share, buyers.  
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.  
 Douglas Steamship Company—\$37 per share, sales and sellers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—\$76 per cent. premium, sales and sellers.  
 Geo. Fenwick & Co., Limited—\$15 per share, sellers.  
 Hongkong Hotel Company—\$24, sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
 The Austin Arms Hotel and Building Company, Limited—\$41 per share, sellers.  
 The Shamone Hotel Co., Limited—\$5 per share, sellers.  
 Punjion and Sanghie Dus Samantian Mining Co.—\$2.25, per share, sellers.  
 The Raub Gold Mining Co., Limited—25 cents per share, sellers.  
 New Imuris Mining Co., Limited—\$1.50 per share, buyers.  
 The Balmoral Gold Mining Co., Limited—nominal.  
 Toaquin Coal Mining Co.—\$150 per share, sellers.  
 The Jelabu Mining and Trading Co., Limited—\$5.25 per share, ex. div., sellers.  
 The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.  
 London and Pacific Petroleum Co., Ltd.—nls. nominal.  
 China Sugar Refining Company, Limited—\$55 per share, sales and buyers.  
 Luzon Sugar Refining Company, Limited—\$35, nominal.  
 A. S. Watson & Co., Limited—\$16½ per share, sellers.  
 Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.  
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
 The Kowloon Land Investment Co., Limited—\$8 per share, sellers.  
 The Hongkong Land Investment Co., Limited—\$57, sellers.  
 The West Point Buildings Co., Limited—\$27 per share, sellers.  
 H. G. Brown & Co., Limited—\$24 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$46 per share, sellers.  
 Hongkong Rope Manufacturing Company, Limited—\$97½ per share, sellers.  
 Hongkong Gas Company—\$100 per share, sales and buyers.  
 Hongkong Ice Company—\$67 per share, buyers.  
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited—\$5½ per share, sellers.  
 The Green Island Cement Co.—\$4½ per share, sellers.  
 The Hongkong Electric Light Co., Limited—\$2½ per share, sellers.  
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited—\$35 per share, sellers.

**EXCHANGE.**  
 On LONDON—Bank, T. T. .... 2/9  
 Bank Bills, on demand ..... 2/9  
 Bank Bills, at 4 months' sight ..... 2/10  
 Credits at 4 months' sight ..... 2/10½  
 Documentary Bills, at 4 months' sight ..... 2/10½  
 On PARIS—  
 Bank Bills, on demand ..... 3/51  
 Credits, at 4 months' sight ..... 3/51  
 On INDIA—  
 T. T. .... 22½  
 On Demand ..... 22½  
 On SHANGHAI—  
 Bank, T. T. .... 72  
 Private, 30 days' sight ..... 72½

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. C. H. Allen. Consul and Mrs. von Looper and maid.  
 Mr. T. Ammann. Mr. and Mrs. G. Lloyd E. Palm.  
 Mr. R. Bouncken. Rev. J. M. Morton.  
 Mr. G. C. Cox. Surg.-Major Robbins.  
 Capt. Cunningham. Mrs. Robbins.  
 Mr. Geo. Fenwick. Mr. Henry Schlee.  
 Mr. W. P. Fish. Mr. F. E. Sheen.  
 Mr. C. F. Focken. Mr. L. G. R. Smith.  
 Mr. Wood Foadick. Baron Steinberg.  
 Mr. & Mrs. D. G. Greenough. Mr. W. Tarn.  
 Mr. & Mrs. Hitchcock. Mr. P. N. Thompson.  
 Mr. R. H. Howard. Mr. Geo. Turner.  
 Mr. J. P. Matthews. Mr. & Mrs. J. J. Weicher.

## VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie. Mr. & Mrs. W. Macbean, children and nurse.  
 Mr. S. T. Benjamin. Mr. and Mrs. S. V. Morgan.  
 Captain Benson. Miss V. Morgan.  
 Mrs. Blackburne. Miss V. Morgan.  
 Mr. Hart-Buck. Mr. Chas. C. Malsch.  
 Rev. R. F. Cobbold. Mr. H. F. Meyerink.  
 Mr. Cochran. Mrs. Nierop.  
 Mr. and Mrs. C. C. Cohen. Mr. A. Ross.  
 Mr. J. B. Coughtrie. Mr. C. Schwenke.  
 Colonel Chauncy. Mr. Taylor.  
 Mr. W. H. Gaskell. Captain A. Tillet.  
 Dr. Wirsberg.  
 Mr. Vomer Meyer.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Chaudet. Surgeon-Colonel H. F. Paterson.  
 Major Clayton. Mr. and Mrs. Perkins.  
 Mr. W. S. Harrison. Mr. Searrow.  
 Mr. Morton Jones. Mr. Strachie.  
 Mr. V. Kolof. Mr. Geo. L. Tomlin.  
 Mr. F. Maitland. Mr. David Wood.  
 Mr. W. R. Needham.

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
 The Messageries Maritimes Co.'s steamer *Natal*, with mail on the 30th September, left Sals n on the 30th instant at 6 a.m., and may be expected here on or about the 2nd proximo.

**THE AMERICAN MAIL.**  
 The O. & O. S. S. Co.'s steamer *Belgia*, with mails, etc., on the 6th instant, left Yokohama on Thursday the 27th instant, at daylight and may be expected here on or about Tuesday to-morrow.

The O. & O. S. S. Co.'s steamer *Para*, with mails, etc., left San Francisco for this port, via Yokohama, on the 15th instant.

The O. & O. S. S. Co.'s steamer *Oceanic*, with mails, etc., left San Francisco for this port, via Honolulu and Yokohama, on the 25th instant.

**THE AUSTRALIAN MAIL.**  
 The E. & A. S. S. Co.'s steamer *Guthrie*, from Sydney, etc. left Port Darwin on the 24th instant, and may be expected here on the 3rd proximo.

**THE INDIAN MAIL.**  
 The 'Acora' line steamship *Arratoon Apear*, from Calcutta, left Singapore on the 25th inst., and may be expected here to-morrow.

**THE CANADIAN MAIL.**  
 The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver, left Yokohama for Kobe, Shanghai and Hongkong to-day at noon, and is due here on the 8th proximo.

## STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer *Saghalien* left Shanghai on the 30th instant at 4 p.m., and may be expected here to-morrow.

The P. & O. S. N. Co.'s steamer *Canton* from Bombay, left Singapore on the 26th instant, and may be expected here on the 2nd proximo.

The Austrian Lloyd's steamship *Maria Valeria*, from Bombay, left Singapore on the 26th instant, and may be expected on or about the 2nd proximo.

The D. D. R. steamer *Niobe*, from Hamburg, left Singapore on the afternoon of the 28th instant, and is expected here on the 3rd proximo.

The Navigazione Generale Italiana steamer *Bormida* left Bombay on the 18th instant, and may be expected here on the 5th proximo.

## CHINA COAST METEOROLOGICAL REGISTER.

30th October, 1892.—At 4 p.m.

STATION.	Wind.	Temp.	Humidity.	Bar.	Dir.	Force.	Weather.	Remarks.
Wanchow	SE	79	85	30.0	1	1	Cloudy	
Tientsin	SE	79	85	30.0	1	1	Cloudy	
Nagasaki	SE	79	85	30.0	1	1	Cloudy	
Shanghai	SE	79	85	30.0	1	1	Cloudy	
Amoy	SE	79	85	30.0	1	1	Cloudy	
Swatow	SE	79	85	30.0	1	1	Cloudy	
Hankow	SE	79	85	30.0	1	1	Cloudy	
Yokohama	SE	79	85	30.0	1	1	Cloudy	
Canton	SE	79	85	30.0	1	1	Cloudy	
Swatow	SE	79	85	30.0	1	1	Cloudy	
Hankow	SE	79	85	30.0	1	1	Cloudy	
Yokohama	SE	79	85	30.0	1	1	Cloudy	
Canton	SE	79	85	30.0	1	1	Cloudy	
Swatow	SE	79	85	30.0	1	1	Cloudy	
Hankow	SE	79	85	30.0	1	1	Cloudy	
Yokohama	SE	79	85	30.0	1	1	Cloudy	
Canton	SE	79	85	30.0	1	1	Cloudy	

31st October, 1892.—At 10 a.m.

STATION.	Wind.	Temp.	Humidity.	Bar.	Dir.	Force.	Weather.	Remarks.
Wanchow	SE	79	85	30.0	1	1	Cloudy	
Tientsin	SE	79	85	30.0	1	1	Cloudy	
Nagasaki	SE	79	85	30.0	1	1	Cloudy	
Shanghai	SE	79	85	30.0	1	1	Cloudy	
Amoy	SE	79	85	30.0	1	1	Cloudy	
Swatow	SE	79	85	30.0	1	1	Cloudy	
Hankow	SE	79	85	30.0	1	1	Cloudy	
Yokohama	SE	79	85	30.0	1	1	Cloudy	
Canton	SE	79	85	30.0	1	1	Cloudy	
Swatow	SE	79	85	30.0	1	1	Cloudy	
Hankow	SE	79	85	30.0	1	1	Cloudy	
Yokohama	SE	79	85	30.0	1	1	Cloudy	
Canton	SE	79	85	30.0	1	1	Cloudy	
Swatow	SE	79	85	30.0	1	1	Cloudy	
Hankow	SE	79	85	30.0	1	1	Cloudy	
Yokohama	SE	79	85	30.0	1	1	Cloudy	
Canton	SE	79	85	30.0	1	1	Cloudy	

At 10.40 a.m. on the 30th, the following notice was issued: "Typhoon appears to have recurred near northern Luzon, and to have moved north-eastward." Orders were given to take down the Red Drum. Barometer rising slightly. Gradients moderate for north winds. Weather 1—clear, warm and very dry. (Issued at 10.37 a.m.)

Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees Fahrenheit. 3—Humidity in percentage of saturation. 4—Direction of the wind in compass. 5—Force of the wind according to Beaufort scale. 6—State of the weather. 7—Rain, in inches. 8—Direction of the rain. 9—Fog, in fathoms. 10—Hail, in inches. 11—Thunder, in fathoms. 12—Snow, in inches. 13—Mist, in fathoms. 14—Fog, in fathoms. 15—Hail, in inches. 16—Thunder, in fathoms. 17—Snow, in inches. 18—Mist, in fathoms. 19—Fog, in fathoms. 20—Hail, in inches. 21—Thunder, in fathoms. 22—Snow, in inches. 23—Mist, in fathoms. 24—Fog, in fathoms. 25—Hail, in inches. 26—Thunder, in fathoms. 27—Snow, in inches. 28—Mist, in fathoms. 29—Fog, in fathoms. 30—Hail, in inches. 31—Thunder, in fathoms. 32—Snow, in inches. 33—Mist, in fathoms. 34—Fog, in fathoms. 35—Hail, in inches. 36—Thunder, in fathoms. 37—Snow, in inches. 38—Mist, in fathoms. 39—Fog, in fathoms. 40—Hail, in inches. 41—Thunder, in 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## Intimations.

## GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZES MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

## The Analyst's report:—

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.

Victoria Dispensary,

Queen's Road Central,

Hongkong, 17th October, 1892.

## A. S. WATSON &amp; CO., LD.

## SEEDS.

OUR SECOND and LAST SHIPMENT for this season of VEGETABLE and FLOWER SEEDS having arrived we strongly advise customers to order to prevent disappointment to book their orders at once for all seeds required for late sowing.

This shipment contains many NEW KINDS highly recommended for this climate.

## FERMIGERS.

## MANUAL OF GARDENING

## FOR THE TROPICS.

This work is alike interesting to the student of botany and practical Gardener and comprises a large number of Plants which for the convenience of reference are arranged in separate groups and are headed with their ordinary and botanical names. The cultivation of FLOWERS, VEGETABLES, FRUIT TREES, &c., is practically dealt with and PRUNING, GRAFTING and MANURING thoroughly explained.

Price \$3.00.

## CLAYS FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10 lbs. each...\$1.50.

25 lbs. ...\$4.00.

Special quotations for large quantities.

## RANSOME'S NEW PARIS

## LAWN MOWERS.

\$7.00 each.

## A. S. WATSON &amp; CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 15th October, 1892.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters for Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

## BIRTH.

At 5, Yang-tze-poo Road, on the 23rd October, the wife of W. OKTWIN, of a son.

## The Hongkong Telegraph.

HONGKONG, MONDAY, OCTOBER 31, 1892.

## TELEGRAMS.

## SHANGHAI RACES.

(By Telegram.)

SHANGHAI, October 31st.

First day's winners:—  
MALOO PLATE, half a mile.  
CRITERION STAKE, one mile.  
MAIDEN STAKES, three quarters of a mile.  
RACING STAKES, one mile and a half.  
JOCKEY CUP, one mile.  
CLUB CUP, two miles.  
BOVILL.  
STAKE STAKES, one mile and a quarter.  
PETROBEL.  
HACK STAKES, once round.  
WHAMPOA STAKES, one mile and a half.  
Fleur de Rose.

## LOCAL AND GENERAL.

H.M.S. *Alacrity* and the U.S.S. *Marion* were at Chefoo on October 21st.

The Steamboat Co.'s grand old boat *Poosan* steamed over to Kowloon Dock this morning.

The cable steamship *Sharda Osborn*, Capt. C. O. Madge, arrived here from Cape St. James this morning.

The return of the number of visitors to the City Hall Museum for the week ended Oct. 30th, are:—Europeans, 281; Chinese, 1,616; total 1,897.

The Russian steamer *Nijel Nongorod*, with 350 emigrants (1) on board for Vladivostok, had to put in at Woosung on the 25th inst., short of coals.

The German flag ship *Leipzig* left Woosung for this port on the 24th inst., and we understand she will probably go into dock for some necessary repairs.

It occupied the barque *Schubert* back no less than twenty-one days to go from Amoy to Foochow. We fancy this must be a record for that voyage.

We are informed by the Agents of the Messageries Maritimes Co. that the Company's steamer *Natal*, with the next French mail, left Saigon yesterday at 6 a.m., for this port.

The appointment of Mrs. Christina Davis to be assistant mistress of the Government Central School for girls, as from April 14th last, is notified in the *Government Gazette* of October 29th.

A REGULAR meeting of the Victoria Precinctory will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited to attend.

SATURDAY'S *Gazette* notifies that His Excellency the Governor has (re)appointed Mr. L. von Loepfer in charge of the German Consulate at this port, pending the arrival of the Queen's exequatur.

It is reported in Shanghai that the arrangement recently arrived at by the China Navigation, China Merchants and Indo-China Steamship Companies only refers to their all charging similar rates.

The Canadian Pacific Railway Co.'s Royal mail steamer *Empress of India*, Captain D. P. Marshall, R.N.R., arrived at Yokohama from Vancouver yesterday, and left at noon to-day for this port, via Kobe and Shanghai.

ACCORDING to a notification in the *Government Gazette*, 3,057 gallons of proof spirits were manufactured at the East Point Sugar Refinery during the quarter ended the 24th October. Rum ought to be cheap in the colony this winter.

At the annual meeting of the members of the St. Andrew's Society of Shanghai, held at the Masonic Club there on the 24th October, it was unanimously decided to celebrate St. Andrew's Day by a Ball, to be held in the Astor House.

We note that Mr. H. A. Gills, British Consul at Ningpo, is going home on a year's leave. Mr. F. F. Harvey will act for him during his absence, and Mr. N. J. Trantman, returning from leave, will take Mr. Hauser's place at Shanghai.

MESSRS. Nisard and Hearnese, the two survivors of the ill-fated Norwegian steamer *Normand*, arrived here from Taiwan on the Douglas Co.'s steamer *Formosa* this morning. A full descriptive report of their experiences will be found in another part of this issue.

THE North-east monsoon seems to have been just "one too many" for the last typhoon signalled as being east of the colony on Saturday. It couldn't fetch up in Hongkong worth a cent, but, on the contrary, has had to draw its horns in and go romping along away to the north-east ward.

CHEVALIER PANSA, the Italian Minister to China and Siam, returned from a special mission to the capital of Chulalongkorn's dominions by the *Phra Chula Chom Klao*, Capt. J. A. Morris this morning. His Excellency is accompanied by Lieut. Martin, attaché, and Major Baron von Starnburg.

When the pugilistic thumper isn't thumping, it's a thumping.

Nor a-fencing from the millions of the law, Of the law.

He loves to keep the young reporter humping, Porter humping.

A-taking down the output of his jaw, Of his jaw.

THE 93-ton schooner *Santa Cruz*, Captain H. J. Raade, put back to Hongkong on Saturday afternoon last after vainly attempting to reach Yap (the Caroline group) with a full general cargo consigned to "King" O'Keefe. The *Santa Cruz* sailed from Hongkong on the 13th September and had the misfortune to encounter three typhoons, during one of which it became necessary to cut away the fore and main masts owing to the little vessel being on her beam-ends through the cargo-shifting. Several leaks were also sprung on the 20th September, and from that date until arrival in port the crew, numbering 16 hands, were almost continuously at the pumps. At one time their task of keeping the ship afloat seemed hopeless, for the sea gained on them until there was fully five feet of water in the hold. Their fresh water supply, too, ran short owing to the seas smashing the water kegs, so that for several days all hands were obliged to subsist on beer, spirits and "hard tack." After a tremendous battering in terrific seas the position of the ship was at last fixed on the 21st instant, and a course was then shaped for Calayan Island, under the lee of which the vessel anchored close to the village of St. Bartolome. Here fresh water and provisions were obtained as well as new masts with which to replace the jury-masts which had been erected a few days prior to arrival in the Ballintang Channel. On the 24th the *Santa Cruz* was once more fairly ready to do battle with the raging main, so her snow-white wings were spread to a fresh breeze, a course being set for Hongkong, which haven of refuge, as above stated, was reached on the 25th instant. That this small vessel should have lived through such a succession of circular storms, or even one of them, and been brought safely into port speaks volumes for the able seamanship and indomitable pluck of her Captain and crew, who would appear to have saved the ship and their own lives by almost superhuman exertions and an exhibition of skill rarely equalled in the annals of tales of sea, astounding as many of them are. The *Santa Cruz* is a remarkably staunch little vessel which, after a rest in this port, will make a fresh attempt to fetch Yap, and it is to be hoped that she will in due time reach that far-away island and her regular cargo without the misadventure of any kind.

In this issue we publish detailed reports of the cruise of the *Sin Taiwan* in the Pescadores and the voyage of the Douglas steamer *Formosa*, Capt. T. Hall, which was sent to search for the former vessel and the survivors of the *Normand* who were cast away on Pa-chau Island.

SEVERAL severe squalls passed over Koh-chang a few days ago, says the *Bangkok Times* of October 19th; one of them tore all the metal off the roof of the landing-stage, and another capsized a fishing-boat. Capt. Vill, of the *Thoon Kramon*, sent a boat to the rescue of the occupants with commendable promptitude, and saved all six.

The *Siam Free Press* of Oct. 18th says:—"The Burman Prince, Meng Sai, who caused considerable trouble to the Siamese in Chienmai by stirring and exciting the people to rebellion, is about to be released from prison. He has been confined in a Bangkok gaol since his capture, and it may taken for granted that he leaves his prison free to die."

## MAILS Due:—

Indian (A. After)	to-morrow.
Shanghai (Singapore)	"
American (Belgian)	"
French (Natal)	2nd proximo.
Bombay (Canton)	2nd "
Bombay (Maria Valeria)	2nd "
Australian (Guthrie)	3rd "
Bombay (Bormida)	5th "
Canadian (E. of India)	8th "

In the "Dead Letter" list in Saturday's *Gazette* appears the name of the Earl of Glasgow, a letter for that nobleman having been returned (Colombo, where no address could be found). This letter doubtless raised his lordship, who was en route to New Zealand to assume the governorship of that colony, and the Colombo Postmaster apparently hadn't the sense to forward it on to Wellington, N.Z., where it would have reached its destination safely enough. Perhaps our local Acting Postmaster will take the hint!

A CORRESPONDENT writes that the Peak Tramway management has evidently been experimenting with the wire cable and not with very satisfactory results. Owing probably to too much allowance being made for stretching, the rope is somewhat deficient in length, and the car, instead of running into the station, stops nearly opposite St. John's Place, so that passengers have to walk along the line to get into the roadway. Our correspondent, who is a most facetious "cuss," suggests that the station should be placed on wheels to remedy the present defect.

## SUPREME COURT.

## IN APPELLATE JURISDICTION.

(Before the Full Court.)

October 31st.

## THE MISSING TREASURE CASE.

In the suit brought by Messrs. Marty & Co. against Chau Yuch, complainant of their chartered steamer *Swallow*, to recover \$700, the value of a consignment of treasure which was wrongly delivered and fell into the hands of a thief named Halphong, Mr. Francis, Q.C. instructed by Mr. Wilkinson, applied on behalf of defendant for leave to appeal against the decision of the Acting Judge, which was in favour of the plaintiff. Mr. Philipps, instructed by Mr. Hastings (Wolton and Deacon) was for the respondent. After considerable discussion, leave was granted.

## THE KOWLOON CITY LAUNCHES.

Application was made by the owner a launch running to Kowloon City, for leave to appeal against the finding of the Acting Judge in a dispute, as to the amount due from the charterer.

The plaintiff had a launch, which defendant chartered to run daily to Kowloon City; defendant got a permit from the mandarin; the launch was returned to plaintiff, and the permit handed to him in part payment of charter money. The Chief Justice said:—"We think that there should not be leave to appeal in this case. It is, as Mr. Francis says, a question of the credibility of two witnesses—the plaintiff's accountant on the one hand and the defendant on the other. There is no doubt the charter-party was modified by a verbal agreement of some sort, and the question is, as it was before the Judge in the Summary Court, what that verbal agreement was. According to the plaintiff's story, he agreed to pay defendant \$25 a month for the permit but according to the defendant plaintiff agreed to pay or give credit for \$500, the price of taking over the launch from defendant. It is suggested that it was much more likely that they would have agreed to pay \$25 a month, but I am not prepared to say that it is necessarily more likely. The defendant, or whoever originally obtained that licence (because we do not know whether it was an assumed name or not) probably paid for it without knowing how long it would hold good (as it turns out to have been dependent on the tenure of office of the Kowloon mandarin) and it seems to me probable that at any rate quite possible, that the plaintiff may have been misled by the defendant's accountant. The defendant, on the other hand, had the benefit of seeing the two witnesses before him, and he gave credence to the defendant rather than to the plaintiff on this point. He tells me he is still of the same opinion, and thinks he should still arrive at the same conclusion as when the case was first before him. He has exercised in this matter, as in a great number of other matters, the functions of a jury, and I think if this question was left to a jury, and the jury had found in favour of the defendant, the finding would not have been disturbed on appeal. Therefore I am of opinion that this application must be refused, and my learned friend agrees."

## TWO MORE TOTAL WRECKES.

We are indebted to the courtesy of Mr. G. R. Stevens for information received by wire from Saigon this forenoon from Captain J. B. MacMillan, of the Nippon Yusen Kaisha steamer *Takata Maru*, to the effect that during his passage southward from Hongkong Captain MacMillan picked up the Captain and part of the crew of the British ship *Grina*, found and wrecked on October 27th, on the Ridenham Shoal, in the Pescades.

The *Grina* was an iron full-rigged ship of 1,700 tons net, built by Messrs. R. Duncan & Co. at Port Glasgow in 1883, and owned by Mr. T. C. Guthrie of Glasgow. She was 46 feet 9 inches in length, 30 ft. 8 in. broad, with a depth of 23 feet 4 inches. On this disastrous voyage the *Grina* had a full cargo of Cardiff coal for the Hongkong Naval Dock-yard. The vessel's crew would probably number about forty, all told.

Following on the report of the *Grina* disaster comes news of yet another total loss. Capt. Rumsey, Harbour Master, kindly informs us that the steamship *Prophitis*, which arrived to-day from Java, reports as follows:—

"During the passage from Cherbon (Java) to Tegal, passed a sunken wreck, barque rigged, with topmasts above water. She lies right in the fairway of shipping, in 71 fathoms of water. Position—Lat 6 deg. 40 min. South, Long 102 deg. 57 min. East.—(Signed) WM. H. FARRAND, Master."

## THE DOUBLE DISASTER ON THE PESCADORES.

(From our Special Correspondent.)

Taiwan, 16th October, 1892.

You are, of course, well posted by this time as to all that happened in connection with the deplorable *Bokhara* wreck, and have doubtless heard of the previous disaster only now known, the stranding of the *Normand*, a Norwegian steamer, on the evening of Sunday the 15th October, at a spot only a few miles to the South and West of that where the following night the ill-fated mail steamer struck.

Thinking, however, that you may be interested in getting the latest news from the scene of the disaster, I have succeeded, through the courtesy of one of the gentlemen on board the *Sin Taiwan*, in securing a copy of a report which he drew up, as also copies of statements made by the two surviving members of the *Normand*'s crew. Both of these I append, and as they are pretty lengthy documents, I will do no more than state that reports which reached us on the 15th by junk from the Pescadores led to fears of the lost steamer being other than a P. and O. liner. These reports described the wreck as being that of a "large white-painted steamer, bound from Shanghai to Hongkong, laden with silk," and this, if true, of course could only have pointed to one of the German or Canadian mail boats. Though neither of these suppositions turned out to be accurate the reality was none the less shocking, and at last all that now remains for us to do is to try and afford what feeble consolation we can to the bereaved, by showing them that everything which could be done has been attempted to secure reverent treatment of the remains of their unfortunate friends thus ruthlessly cut off in the prime of life. This, I think, the appended report of the *Sin Taiwan*'s cruise will, at least to some extent, afford, and I will at present conclude my portion of this communication by stating that therevelation which the consular party went in search of is the largest of the steam-launches running from Taiwan to Amoy. She is about 80 feet long and propelled by engines of 20 h.p. nominal. Excellent for the purposes she is intended to serve, she cannot be expected to undertake such risky sea-going work as moving about the Pescadores at this time of the year; and I must confess a certain amount of surprise that the little boat has been able to accomplish what she is reported to have done. It is evident that the South and Western Islands of the Pescadores would be searched, but that can only be carried out by the naval authorities, who will doubtless, if they agree as to the necessity, readily undertake the duty. It was plucky of the band of rescuers on board the little steam launch to attempt the task, and it is not to be wondered at that she had at last to give in, though not before she had attained substantial results. The following, then, is the report with

## which I have been favoured, and which speaks for itself:—

## THE CRUISE OF THE "SIN TAIWAN."

The steam launch *Sin Taiwan* left Takow at about 5 a.m. on the 14th, taking with her H.I.G. M. vice-Consul Dr. Merz and Dr. W.W. Myers. She called at Amoy where Mr. W. Pelham L. Warren (H. B. M. Consul) and Mr. R. J. Hastings embarked. Leaving again at about 10.30 a.m. we steamed for the Pescadores. Until well north of the Valley, the wind and sea were moderate, but as we went further north the breeze freshened and with it the sea rose. It was not, however, until we got up to the eastern end of East Island that our troubles really began, but once there the strong flood tide, running fully 4 knots, meeting the equally strong N.E. wind, and racing round the end of the Island, caused a state of affairs that is more pleasant in the recollection than it seemed to be at the time. Our little craft, however, showed her fine seagoing qualities, riding over the confused high seas like the proverbial cork, while at the same time the other and less attractive similarities were not less demonstrated by the violent way in which the boat pitched, rolled, and generally made things lively. Our skipper, a European and seafaring man, seemed at one time not to like it, but he held on, and at last we got through our miseries, anchoring in Dome Bay (at the back of Makong) at about 7.30 p.m. after a run of 9 or 10 hours, ready for rest, and highly pleased with the capabilities of our craft. At daylight we were met by the *Normand* and we finally cast anchor in Makong inner harbour at about 10 o'clock. The Consuls immediately went on shore and interviewed the officials (Chien-tai and Ling), learning for the first time the full extent of what had happened to the *Bokhara*. It seems that the idea of her being a white boat arose from the colour of the wreckage, which turned out, after all, to be the deck houses of the *Normand*, which were painted white, and although what we now discovered relieved the German Consul of his official responsibility the wreck and sorrow at what had actually taken place was great to one and all of us. The 23 survivors, who had been most kindly tended and cared for by the Chien-tai and people, left a memorandum with the former official enthusiastically testifying to the above facts signed by all the Europeans and winding up by saying that "the Chien-tai has treated as if we were his own children." We now heard that the Douglas steamer *Thales* had called on the previous day and taken away the *Bokhara* people, going on to Amoy, where she had to call on her way to Hongkong. The Chien-tai had besides supplying them with food, clothing and such medical appliances as he could get hold of, given them \$500, which latter, however, was gratefully returned on the *Thales* arrival, for of course any money required could then be easily got on board. It appears that the two men whose description we had got at Amoy were still on the Pa-chau Islands, distant about 10 or 12 miles from Makong and we, in common with every one else, assumed that they also were survivors from the *Bokhara* wreck, having no idea that a second tragedy had been enacted.

The Chien-tai told Mr. Warren, who had at once instituted enquiries as to the recovery and burial of the bodies, that a great number of the dead had been buried, including of three ladies and a child. The light keeper who on the first news of the wreck coming to his knowledge had written a letter to the Chien-tai telling him of what he knew, and offering all assistance in his power, also buried two bodies, one male and the other a female. The latter in the opinion of the chief officer of the *Bokhara*, who had gone to the lighthouse with a view of communicating with passing steamers, was in all probability that of the *Normand*, as the small steamer, finding that owing to the state of the weather it would be utterly impossible for us to proceed in the launch even to the places of internment, the Consuls made efforts to get there overland, even hiring chairs for this purpose, but the state of the weather and tides that day put a stop to this attempt. Some of the party started off to walk towards the place in order to see for themselves whether the difficulties of access were as great as were reported, but had only gone about an hour when they saw the *Porphyria* coming in and therefore retired to communicate with her. Capt. Smith lost no time in coming to the *Sin Taiwan* where he met the consuls. From him we learned that he had come out in search of the *Bokhara* and had met the *Thales* at Amoy, transferred the survivors from that steamer to his own vessel, that he was most anxious to go with the greatest dispatch to Swatow, in order to wire the sad news to the Commodore and the world generally, thus to some extent relieving the intense anxiety and suspense generally prevailing. We duly informed him of the bodies from the *Bokhara* wreck, and he kindly communicated with us by Morse signals after getting on board his ship as to who they might possibly be, it being still, of course, believed that they came from the *Bokhara*. After a brief interview, the genial commander had to return to his ship as darkness was coming on, and he was anxious to get clear of the Pescadores before nightfall. The Consul informed him that he had already thanked the officials in the name of the British Government for their goodness, and so relieved Capt. Bure of one of the duties which had specially prompted him to call in at Makong. We promised, however, to do all we could to rescue the bodies from the *Bokhara* and if at all possible, search the other islands, but as the sequel will show, it was utterly beyond our power to do more than fulfil the first of our undertakings. With the assistance and a couple of the largest galleys we ever saw, the energetic Captain pulled away, and soon the *Porphyria* was en route to Swatow. As this beautiful and speedy vessel gradually faded from our sight, we could not but envy them the possession of such a craft, and the ability to make light of even the heavy weather at that moment prevailing.

However, it was no use wishing for what could not be, and so taking it philosophically we determined to do the best we could with the means at our command, feeling that they were, however inadequate, at least the best of their kind, and that our little "boatie" would, under the skipper's guidance and care, do all that could in reason be expected of such a craft. The Chien-tai sent us an official pilot, and to make it as safe as we could another one was engaged from outside. Next morning the wind was still blowing with considerable force, but as our destination was to leeward, and we could not know how the men were getting on, we determined to make a start at all hazards. Running down with a fair wind and propitious tide we were soon being swept in through the gap between the two islands forming the Patacho group. Once inside this entrance, we found ourselves in nearly a circular harbour, formed by the crescentic bays to East and West of us, viz. that on the W. side of the East Island, and the East of the Western Island. It was on the latter we discovered the two Norwegian seamen, who hastened to meet us on the beach. We then heard for the first time of the *Normand*'s wreck. As soon as the mandarin had been interviewed and heartily thanked, and all preliminary doances had also been distributed to the kind and brave fellows who had so nobly assisted the shipwrecked people, we hurried on board and a start was made to return

to Makong. Alas! no such luck! we had barely got through the gap when we found ourselves involved in what was really a tremendous tide-race, struggling to beat a furious N.E. wind, the latter having considerably strengthened since morning. What made the situation more unpleasant was the fact that on either side of us were dangerous reefs, with surf breaking over them at a terrific rate, the tide, too, tending to urge us in their direction. The more we got out the more evident became the inability of our stout little craft to contend with the opposing elements, and at last all efforts had to be directed towards cutting her round for a run back to the harbour just left! This happily accomplished, we let go anchor in the bay on the W. side of the Eastern Island, and there for six solid days we had to remain weather bound and cut off from all means of communication with the outer world!

The people on these islands are great fishermen, and show much ingenuity in their devices for catching fish; they are as expert divers as any pearl fisher could be, and use this power for securing many of their victims. There are always an amount of eggs in the go-b together with fowls, and we even succeeded in securing a calf which kept us in beef while we were detained. In the matter of provisions therefore we were not anxious, but who can describe the awful monotony and suspense consequent on hope deferred from day to day by the ever-increasing gales of N.E. wind!

Well, every lane hath a turning, and so at last had our term of imprisonment! Taking advantage of a slight abatement in the wind's force early in the morning of the 24th day we got away from the harbour, we started out. On getting into the "gap" and its tide-race, matters looked at first as if we could never get along, but, bad though the tide was as a stirrer up of furious seas, it was pushing us in the direction we desired, and the wind being less strong we at last slowly but surely battled through, and finally got under the lee of Table Island. Thence to Makong was not so bad, though it took us over 6 hours to do the 10 miles that intervene between Makong and Patacho! Our experience now showed only too clearly how impossible it would be for us to dream of going to any other island, and indeed in the prevailing state of the weather and the tidal mill-races running between the islands it was a very doubtful matter as to when we might hope for a chance to go, even with fair wind and tide, back to Formosa. However, we had done all that we could, and very thankful we were that so substantial a result as the rescue of the unfortunate Norwegian survivors had been obtained.

Reluctant though we were to leave without fulfilling the remainder of our search, we all felt that we could now fully relegate what remained to a man-of-war, to whom, of course, with her size and power, the task would be one of comparatively small importance. While at Patacho both islands were thoroughly explored, several villages visited and many people questioned and talked with generally. The younger of the two men who rescued the and engineer of the *Normand* took us to the spot where the latter landed, and to us it was a matter for considerable surprise that any one, not to speak of a crippled and exhausted man, should be able to get ashore amid such enormous breakers as were there strewn round close together, and, being the whole beach! These ladies fully recognised the truth of what the engineers had told us, "that but for the bravery and humanity of the two men who plunged into the sea and got hold of him he could never have landed there whole, much less alive!" The Consul made our guide scratch his name and that of his companion on one of the flat stones lying around, and we believe that at least a full report of what these two good fellows have done will be brought to the notice of the proper authorities, both native and European. As a part of what the sea could do in those parts we saw the beach strewn with small splinters—the remains to which planks and logs had been reduced; and in fact it seemed as though only such wreckage as got on to the eastern and more sandy island arrived in anything like a recognisable or useful state. Chief among the wreckage were the two slide gangway ladders, belonging to the *Normand*, a patent lamp from the chart-house, several of the hatches from the tweendecks, and some bits of wood belonging to the hatches; two life-belts—tenants—were also washed up, and, while with these, were the rescued man accounted for four out of the 7 known to have been on board and put on by members of the crew. This small amount of wreckage, and the fact that we discovered no other bodies than those of the living men whom we had secured, makes it altogether more than probable that other bodies, perhaps also those of five persons, may have been washed in the same line of current and wind, towards the southern and western islands which would be likely to arrest objects floated past. Patacho. Had we had a fair chance of being able to get back, even if we could get to these islands, we were sure we would have tried, but this was quite impossible and now all that can be done is to report the facts and leave it to those able to perform this necessary work of humanity, to undertake it. The authorities both on Patacho and Makong have promised, and we believe they are sincere, to explore when the weather moderates, but when this may be if ever in the monsoon, who can tell?

To resume, having got to Makong Mr. Warren once more visited the Chien-tai with reference to his promise of burying the bodies from the *Bokhara* up to Makong for internment in coffins and within a bit of ground which this official had offered to give and rail off for the purpose. Without going further into the matter we may state here that we have very good reason—every reason—for believing that the Chien-tai had been as good as his word in trying to get the bodies transported, but obvious circumstances rendered this quite impracticable, and indeed inadvisable. Mr. Warren spared no trouble by direct and counter-checking inquiries to find out exactly what had happened, and people have done other than they assert, viz. decently buried a very great number of bodies, but that the places of burial are well marked and can be easily recognised and got at whenever required. We have good reason also for believing that the greatest respect was shown to the dead from the moment of picking them up until that of burial, and what is more, some little risk has been incurred in getting hold of bodies seen floating round, and this solely with the object of carrying out the official orders as to the manner in which this duty was to be treated. We know, for a fact, that the Chien-tai offered rewards for bodies got and buried, and that he has actually paid some of these. The funds expected that their reported doings were to be verified by the foreigners, and we, anxious and willing for the chance, undoubtedly would have done it had unforeseen circumstances not intervened. Thus it is we may take it as a fact that many if not most of the European bodies, including the ladies and child, have been decently buried. Some of the men who have been buried in the fore part of the ship, being in unobtainable positions, may be unrecovered, but daily which is being kept by a large party of people eager to secure every corpse that comes ashore, and give it reverent burial—these people are working under the firm belief that sooner or later their doings will be carefully checked by foreign investigation, in which latter they have great belief and perhaps some dread. With reference to the cargo, large



quantities of silk and straw braid have been washed ashore, but the Consul has notified the officials, who have promised to do all they can to recover the wrecked goods. The cargo of the native schooner, and that immediate foreign efforts will be made to salvage both cargo and treasure, all cargo given up by native sailors are being paid for at just and fair rates; no doubt therefore, in time, i.e. as soon as some responsible agent goes there, and begins to treat with the people, he will find no difficulty, as long as he treats them with ordinary fairness, in getting hold of anything they have picked up. It is very evident we are not treating nowadays with pirates or looters but with a people who are becoming more and more capable of exhibiting the highest and best traits of most civilized humanity—and this, too, under circumstances that might well try persons whose morality is of more favorable repute than that of the Pescadoreans has hitherto been, and certainly who far excel these poor fishermen in their possessions of the good things of this world! Let us hope that with this splendid chance before us, to say nothing of the merits of the cause, we shall be able to do some good even to improve the occasion, and show these Asiatics that we can be as appreciative and grateful for any good in them, as we are undoubtedly sharp at censuring and punishing all they do when, however slightly, it may seem contrary to western ideas and ethics!

All business being now arranged as far as possible we were preparing to settle down for another turn of patient watchfulness for the "salut" which would justify us in attempting this run home, and would give us the right to ride out our most sanguine hopes did not recur and speedier relief than that might be afforded by the *Thales* on Wednesday 26th. On the day after our return to Makong, however, i.e. on Monday the 24th we were greatly surprised to see a Douglas steamer making for the light under the light, where she anchored. After a time she came into Makong harbour, and turned out to be the *Formosa* sent in search of us by the generous kindness of the Douglas Co. and the American Consuls at Amoy, Macao, Swatow, Amoy, and having heard nothing of us since leaving Amoy. Messrs. Bain & Co. wired the fact to Amoy, begging that the *Thales* might be directed to search for us. Messrs. Lastrape and Co. with characteristic goodness, at once determined to order the *Formosa* to deviate from her Tamagui run and make the enquiry. The Commissioner and indeed the whole Customs Staff zealously and kindly aided in the despatch of the *Formosa*, and although the *Sin Tatwan* steamer had long since departed this way all quick assistance, letting the steamer leave Amoy on a humane errand by 6.30 p.m. Such spontaneous and kindly acts as these serve greatly to relieve the gloom that inevitably attends the misfortune which calls for their display, and we, too, common with all others interested in the *Sin Tatwan* and her belongings, must and do indeed feel sincerely grateful for, and proud of their generosity and goodness shown toward by shipowners, officers and customs men.

So we quickly starting forward to render aid in their poor little help where they had reason to believe it was required.

True, the *Sin Tatwan* was snugly encircled in Makong harbour, but we were none the less glad of a chance of getting back now that all went for had been accomplished in so far as we were capable of carrying it out, and therefore we gladly availed ourselves of Capt. Hall's offer to land us at Amoy, and left the *Pescadore* about 10.10 a.m. on the 27th, with a strong breeze from the S.W. and the *Thales* accompanying. This proved a no uneventful cruise, which, if not devoid of risk, discomfort and even some privation, has many less disagreeable reminiscences and associations.

## THE "NORMAND" DISASTER.

John Nietes, of Laxenburg, near Bergen, age 29 years, stated as follows:—I was and engine of the Norwegian steamer *Normand* of Bergen built at that place, of steel, in 1891, and launched in January 1892. She was 2242 tons registered with triple expansion engines of 1200 indicated horse power, made by Richardson and Sons Sunderland. The *Normand* was owned by Christian Michaelson and Co. Bergen. We left Cronstadt on the 28th June for Vladivostok, laden with 1000 tons of coal, and arrived there on the 1st August. We left again for Nagasaki on the 29th September, arriving there on 1st October. We took in a cargo of coals for the Messageries Maritimes Company and left for Singapore at 4 a.m. on 6th October. On the afternoon of the 8th we experienced a strong blow from the N., with a falling glass. Reliable morning and midday observations were last obtained on the 9th, and the course altered from Japan to S.W. During the night about 3 p.m. on Sunday when we had obtained typhoon force. The spray was so dense and continuous as to obscure every thing from view. Our course had been changed on the morning of this day to S.W. 2 1/2. At 6.30 p.m. the ship was stopped, a soundings got in 17 fathoms, white sand, and again at 7.30 p.m. in 35 fathoms with similar bottom. By this time the hurricane seemed to be blowing with full force and the sea was extremely high, the wind rising to a force of N.W. by E. No observations could be got Sunday, and the engine room was holed in at 8 a.m. had not been put out again. At that time I showed the ship to have been going at a rate of 8 knots during the morning watch. The engines were never slowed. From Saturday afternoon until 8 a.m. on Sunday, the 9th, we carried on with men in trays with one man and two for stowaways, but on Sunday afternoon it was impossible to carry them longer. Everything, however, seemed to be progressing well, we were close to the deck no actual damage was done to the vessel, seemed to be quite easy. But, when the ship suddenly took the ground bumping heavily, twice, and vibrating all over she was brought up. The plates on the floor of engine room were immediately forced apart upwards, and water began rushing into stokehold. I was on watch in the engine room at the time. At the first bump, vibrating engines, because the columns were vibrating much. Just then the telegraph was rung in deck stop. I got up on board, however, I rather hesitated to go ashore, but followed. In about 5 minutes by the flag direction stop. The columns of the engines and the ladders in the engine room were moving about in a most threatening way, thereupon ceased the blow-off valves, allowed the steam (at that time at 145 lbs per square inch pressure) to escape. Previous to this two firemen on watch with me had run into engine room I driven by the water into the stokehold. In a few minutes matters became alarming that we were on deck, on reaching where we found the sea breaking all over. I saw chief engineer standing on top of the gallery, climbing up at him reported that I had met everything as safe as I could in the engine room. After this I went on deck, and seeing the chief mate, asked him what he thought best to be done, and where the life belts were. He told me the latter were in the engine room and asked me to get them to be done. It is impossible to launch the boats: all had had better take to the rigging! I then went to the chart-house and got a life belt, without one. Soon after this the sea began to break over the ship, so badly that, led by the

mate, Allanbane (except the captain, who remained on the bridge; the steward, who could not get forward from the saloon) went up the fore rigging. Shortly after this the captain blew two long blasts with the whistle, and disappearing through the chart-house was seen no more. The boats were soon washed away, and in about an hour the funnel went. About 11:30 p.m. the top-gallant forecastle was broken up, and soon afterwards the foremost went by the board, precipitating all hands into the water; about 6 or 8 of them were unable to swim, and soon sank. I saw the rest swimming round and round the time, but they were so exhausted that they could not go hold or cork order, which supported me for about 3 hours, when it was washed away; almost simultaneously, however, I was struck on the head by a bit of plankling, 6 or 7 feet long, and getting help of this managed to retain possession of it until fast before being washed ashore. I was carried down along the west side of Fisher Island, having the light on my left hand, and about 4 or 5 p.m. on Monday 10th, landed on what I now know is Patchao Island.

In this spot the shore is covered with both large and small boulders, against which the sea was breaking violently, but one rather elderly Chinaman, accompanied by a younger man ashore, and treating me with the greatest kindness and consideration. Helping, almost carrying me (for I was dead lame) over the rocks, and up the hill, they took me to their house, gave me Chinese wine and food until I was sufficiently restored to go on to the yamen of the official, where I obtained clothing, food, and shelter. I had everything that I needed, and could reasonably render in way of assistance. I should state that when I fell with the mast into the water my knee struck against the side of the ship, seriously injuring the kneecap, cutting and bruising the skin of the left leg, rendering it quite useless either for swimming or walking. The mandarin dressed my leg as well as he could, applying Chinese medicines and lotions, and whenever I had to move, several people either belonging to the yamen, or from outside, would come ready to help and support me. On Wednesday the father-in-law of that was another foreigner on the eastern island of the Patchao group, and the people brought me a letter written by him, addressed to the Norwegian consul in Hongkong, which they had been asked to convey. On looking at this letter I discovered that it was written by an ordinary seaman belong to the *Norrmann*, named Herens. The mandarins thereupon sent across and brought Herens over to his place, and we lived together until Monday the 17th, when the *Sin Taiwan* came and took us off. I wish to express in the strongest manner my gratitude to the Chinese people for their hospitality and kindness shown to me and my shipmate by all the people to the island, from the mandarin down to the humblest fisherman. Every one was ready to put his house or his few possessions at our service, and it is with the greatest gratitude that I acknowledge their care and goodness—to which—I must attribute my speedy restoration after arrival on the island crippled, and in the last stage of exhaustion.

(Signed.) JOHN NISTAD.

Thomas Herens, living at 34, Absalon Beyers-Gade, Bergen, Norway, aged 33 years, was born on an ordinary sailing vessel on board the Norwegian steamer *Norrmann* of Bergen. I agree with all that the second engineer says as to particulars of steamer's wreck, course, steering &c. etc. I was on watch from 12:30 p.m. to 8:30 p.m. on Sunday, the 9th, taking my "trick" at the wheel from 7:45 p.m. to 8 p.m.—The course then steered was south-west 2° west. We could see nothing from Saturday night; it was so obscured by darkness and the spray. The wind was blowing with great force, the sea being north by east, and the waves coming from astern. It was calm and clear, and the sky blue. The shock woke me up, and I hurried on a few clothes. A man came to the forecast door and sang out that the ship was ashore, and all hands were to take their stations at the bomb. On reaching the deck the sea was breaking so furiously that we made the best of our way to the chart house, where we knew the life belt were. Of these, however, there were only 7, and did not get one at that time. We found the captain and chief mate already up there. I stayed along with the boatswain, and the chart clerk, until the morning mist began to drive us out. I saw some men going in the fore rigging, and I called to my mate in the chart room to come too. Previous to this the captain passed through the chart room going to the port door, and we never saw him again. The boy who was standing at the port door was swept out by the sea, but I managed to get hold of his collar and draw him in again. The second mate came to the chart house and encouraged us saying that escape was perhaps not hopeless. He asked for the captain but none could tell him after he had been through the chart house. All went into the fore rigging. While we were there the carpenter, who we met and had on a life belt, became much agitated, saying that he did not want a belly if it was no use; all must die and, bad better die quickly. I tried to persuade him to keep it, but it was no use; he was going to throw it overboard. Caught it, and put it on wearing it until five before I was washed ashore on Monday afternoon. By this time the fore hatch was broken, in the after ones had gone long before, and the bridge and boats were now washing away.

One in the rigging had seen either the captain or the steward, but with these exceptions all the crew were there.

In about half or three quarters of an hour after this the funnel was carried away, as near as I can guess, about 11 o'clock, the foremost, which was an lion one, went by the board, throwing all of us into the water. We were soon separated from each other, but I saw two men go up the funnel, not knowing where the others were. I got a life-belt and was struggling to get free from the wire and suddenly very clear, I came across a supported coal trimmer, named Ivor Wolfen, and after a time we were washed apart. The second engineer afterwards told me that he, too, had held of him and supported him for about 3 hours, but they also were separated. After swimming about 4 or 5 hours I saw the light on my left side. I had previously got hold of small plank which assisted me considerably, and at last, at about 5 p.m. on Monday 10th, I was washed ashore on the eastern island of what I now know is the Patchao Group. I find that I have a small yellow ink blot which is quite unaltered, and being so exasperated here until about 10 o'clock next morning. This time a Chinaman swam across, and while he was he seemed afraid, but on calling out to him he was reassured and came to me.

After collecting some wreckage washed ashore there he motioned me to follow him, and we swam on to the main island, where we obtained food, Chinese wine, food, and clothing, the people insisting on turning out of our bedroom and making room for us. There for I stayed until fairly well on Thursday, when I was treated all the time with the greatest kindness.

After this I went over to the Western Island and joined the second engineer at the Mandarins place. I also wish to express my gratitude to the people for their generous kindness and assistance to me. Evidently very poor, still freely placed everything they had at my disposal.

I made, and I wanted to spare no trouble or thought in order to make me as comfortable as their limited means permitted. In no country could I have been more humbly and even tenderly treated, and I cannot well express my feelings and gratitude to my kind-hearted and generous benefactors.

(Signed) THOMAS HERNESS.

The following is a list of the ship's company as given by both men, the letter "M" denoting married, and "S" single joining single:—

Capt. Joachim Jonsen, of Bergen, aged 45 years, m., 2 children.  
Mate, H. Thorsensen, of Bergen, aged 36 years, m., 4 children.  
2nd mate, Hjerger Peterssen, of Bergen, aged 23 years, s.  
3rd mate, Jonas Flood, of Bergen, aged 22 years, s.  
Chief engineer, Sivron Kautsen, of Bergen, aged 43 years, m., 4 children.  
2nd engineer, John Nistad, of Bergen, aged 29 years, m., 2 children.  
3rd engineer, Johannes Koutsen, of Bergen, aged 26 years, s.  
Donkey-man, Adolf Wagner, of Bergen, aged 36 years, m., 4 children.  
Carpenter, Lena Ellingsen, of Bergen, aged 45 years, m., 2 children.

ABLE SEAMEN.

Olaf Sjurten, of Bergen, aged 24 years, s.  
Paul Sjurten, of Bergen, aged 25 years, s.  
Fritjof Johansen, of Bergen, aged 21 years, s.  
John Nicolaisen, of Berg, n. aged 23 years, s.

ORDINARY SEAMEN.

Emil Elertsen, of Bergen, aged 22 years, s.  
Thomas Herness, of Bergen, aged 23 years, s.  
Boy, Georg Lund, of Bergen, aged 17 years, s.

FIREMEN.

Johan Høversen, of Bergen, aged 23 years, s.  
Peter Müller, of Bergen, aged 22 years, s.  
Ricard (surname unknown), of Bergen, aged 30 years, s.

COAL TRIMMERS.

Abraham Nistad, of Bergen, aged 18 years, s.  
John Andersen, of Bergen, aged 21 years, s.  
Carl (surname unknown), of Bergen, aged 20 years, s.  
Ivor Wolden, of Bergen, aged 20 years, s.

GALLEY.

Steward, Martin Brekken, of Bergen, aged 45 years, m.  
Officers' mess, Andreas Selin, of Bergen, aged 18 years, s.  
Cook, Hans Hansen, of Bergen, aged 23 years, s.

The men state that there were altogether 6 life-boats and 7 belts on board the *Normand*. Four of the life-boats, however, were kept locked up in the rail-room under the forecastle; the other two being hung at the break of the poop. All of the life-belts were kept under the chart table in the rathouse, and they only were therefore available and put in use on this sad occasion.

THE "FORMOSA" TO THE RESCUE.

Captain T. Hall of the Douglas Co.'s steamer *Formosa* has kindly favored us with the following most interesting report:—

On October 23rd while lying at Amoy received instructions to proceed to the Pescadore to look for the missing steamer *Sin Taiwan*, which had left Taiwanfo on the 12th of October in search of its survivors from the steamer *Bokharra*, which they heard from Chinese fishermen had been wrecked upon one of the islands north of Fisher Island. The *Sin-Taiwan*, which is in fact a large steamer launch, had on board besides her crew Dr. W. Myers, British Consul (Mr. L. E. Haugan) of the Customs Service. At Fisher Island learnt from the light-house people that the *Sin Taiwan* was all safe in the harbor of Makung to which place it then proceeded and found the little vessel had on board, in addition to the above named, the only two survivors of the wrecked steamer *Normand*, a nearly new ship of 2,240 tons nett, bound from Nagasaki to Singapore with coal. Their statement is that after striking the rock-formation, which is only 23 miles from west of Sand Island, on the night of the 9th of October, the light before the wreck of the small steamer *Bokharra* which said to have foundered on the night of the 10th on Sand Island. These two survivors made statement that they swam with the aid of life-belts and planks, and landed upon the island of Pa-chau, a distance of eighteen miles from where the *Normand* was wrecked. On landed upon East Pa-chau and the other West each thinking himself the sole survivor. It appears by the story of the Pescadores that both the weak swimmer and the strong swimmer, who never could have landed upon Pa-chau Island, and as they floated past Fisher Island, they say they saw the light but did not know it was Fisher Island Light-house. A most miraculous escape was, I think, never heard of.

The *Sin Taiwan* will bring in Makung harbor and we hearing from some junkmen that there were two Europeans on the island of Pa-chau, I once left for Pa-chau and there found these two men, the only two left so far as is yet known of the wrecked steamer *Normand*. They had been previously mentioned in the Hongkong newspaper accounts, and were probably *Bokharra* survivors. The one previously described as a shipman with short bushy whiskers was the 2nd engineer of the *Normand*, and the one described as tall, young and slim, was one of the deckhands. Both are, I believe, Norwegians. They speak in the highest praise of the kindness they received from the natives, who gave them plenty of food, clothes and medicine. The 2nd Engineer was still suffering from an injured knee cap. Fortunately for them Dr. W. Myers was on board the little steamer and both of the poor fellows received prompt treatment.

Owing to the prevalence of the strong northerly wind the *Sin Taiwan* was detained in Pa-chau for six days, during which time with unusual number of passengers on board, commissariat was at a very low ebb, but managed to subsist on sweet potatoes and peanuts until Makung was reached.

During the afternoon of October 24th the *Formosa* landed in Taiwanfo Dr. Myers, Mr. Warren, Dr. Metts, and Mr. Hastings. The two Norwegian survivors remained under the care of Mr. L. E. Haugan, until arrival of the ship *Zetland*. The *Sin Taiwan* remains at Makung for business purposes.

The above named gentlemen deserve much credit for the indomitable courage displayed, as soon as they heard through a Chinese fisherman of the wreck of a European vessel. (Knowing then that it was the *Bokharra*) that at once left their homes and families and made their way in the little steamer *Sin Taiwan* a distance of some sixty miles, and that, too, in the face of a strong northern gale and confused sea, the vessel making little headway for many hours, and having to come through several life-buoys which run among the Islands, and are, to say the least, dangerous for a small craft such as theirs. After this we may safely say that the courage of Expector is ever what it was, but still it is not even doctor and every consul in the world who would spontaneously undertake so perilous a voyage on the bare "chance" of rescuing shipwrecked mariners. But whether that is so or not, I feel no doubt of European whig and big game hunters, who take pleasure in going down and will take no rescue that full recognition which their manly acts so unquestionably merit.

## SCARE AT STANLEY.

WHO SHOT THE WORK—AND WHO DIDN'T.

On Saturday afternoon a little Chinese girl who strayed from the village of Wong-mak-ko, beyond Stanley, into a lonely part of the country, was attacked by some bandits and badly bitten about the arms and legs. Some other children saw her; the affair raised an alarm, but before help could arrive from the village the brute had disappeared and has not been seen since.

The girl was at once removed to Stanley Police Station and received there such "first aid" as could be given on the spot. She was then brought over to the Government Civil Hospital, where both fore-arms have had to be amputated (not the less, as stated by our morning contemporary). She is now doing as well as can be expected.

As early as possible Sergt. Ford and P.C. Godfrey, of the Stanley Station, went out on the war-path. The former is one of the best marksmen in Hongkong, and the latter is an old soldier and a good shot. Unfortunately, Godfrey carried his Martin-Henry rifle loaded; and as police boots are too ponderous to be carried over a hillside comfortably, he fell over his pedlar equipment, whereat he fell off his horse instead of the unknown monster. The bullet from his rifle struck him in the fore-arm and came out above the elbow, inflicting a nasty wound, which, however, is not expected to become dangerous.

A force of ten policemen has now been put in the field, armed with a warrant to secure the arrest of the offender, alive or dead—the latter for preference. Inspector Quincey and P.C. Graham have also obtained leave and formed themselves into a private search party, resolved to achieve death or glory, or perish in the attempt. As nobody knows what the enemy is like, some of the Force will try to get out of the Gant and bring him home to the police station. In question; but we warn them that the Gant is not to be caught with chaff. They had better try to lay hold of stray mongrel, or a wild pig, or a cow, or a Special Jural, or a tame cat.

**HONGKONG RIFLE ASSOCIATION.**

The Long Range Cup and Spoons attracted only eight competitors to the Kowloon range on Saturday, and if the quality of the shooting may be taken as a criterion, it would perhaps have been just as well if seven of them had stayed away, for worse all round marksmanship has never been exhibited in this colony. Lieut.-Col. Gerrard had an absolute walk-over for the Cup, beating Mr. Ford—who was next highest scorer, by 14 points with the Colonel's handi-cap allowance of 75. The Colonel was credited with the very respectable total of 85. Commander Ramsey, R.N., annexed the Spoon by scoring 55, against his 12 points allowed. It is only fair to say that the elements were anything but conducive to good shooting.

The full scores are as under:

	on foot yards.	on horse yard.	Net	Allow. Grand
Lieut.-Col. Gerrard.....	39	34	73	19.00-64
Capt. Ramsey, R.N.....	13	17	35	18.00-66
Mr. F. H. Ford.....	11	17	28	18.00-66
Mrs. S. McLennan.....	9	18	49	80.00-66
Mr. Ford.....	31	20	43	80.00-66
Mr. E. B. Robinson.....	11	10	43	80.00-66
Comdr. Woodward, R.N.....	10	10	48	18.00-64

**MISSIONARY TROUBLES AT KIENYANG.**

Writing on October 20th the Foochow correspondent of the N. C. Daily News says:

It appears that the missionary trouble at Kienyang, about which I described yesterday, is taking another turn. The missionaries, on the 18th inst., sent out of the settlement, or proposed to send out of the settlement, a large number of plots of land to the mission, alleged to be public property. The regulations were being carried out by a native convert, and the people getting wind of it objected to it most strongly. The native convert had a particularly hard time of it, and the Rev. H. S. Phillips was mobbed and hooted at, and bespattered with the contents of a bucket. He fled to his house, which would have been rent fire but for the timely appearance of the magistrate and military mandarin, both of whom entered the house and remained with him. On order being partially restored here the magistrate was again sent, where he remained until it was considered safe for him to leave. At the urgent request of the authorities that he would go away, he consented to do so, and is now in Foochow.

The people of Kienyang, like all the people in the province, to which it belongs, are particularly hostile to missionaries, and it seems probable that the missionaries will not fall in with the recommendation of the authorities that they should abandon their work there for a time, and find a field for their labours in other parts of the province where this pronounced hostility does not exist. This is the third occasion of missionary trouble within six months, and I cannot help thinking that if a little more patience, common sense, and good management had been shown on each of those occasions, trouble might have been avoided. Whatever may be the case in other provinces in China, there are no organic schemes to drive missionaries away or interfere with their work in Fukien, and they have only to gain their avocation quietly and discreetly to attain their ends. They should avoid such places as Kienyang, Chingho, and Kienling for the present, if they have not sufficient patience to work step by step slowly without irritating the people by some incautious action such as has just happened at Kienyang. I trust all the troubles we have had this year to our zealousness and undue haste on the part of young missionaries.

**REPORTED DEGRADATION OF CHANG CHIH-TUNG.**

The Wuchang correspondent of our Shanghai morning contemporary writes on 1st date-October 21st:

Herewith a few items of news, which have leaked out and are being discussed in Wuchang these days.

- 1.—That His Excellency Chang Chih-tung has been degraded. The story is that he has been reported to Peking, by the Hunanese both in answer of the promise; as one who recklessly squanders public money on useless and delusive foreign speculations, &c.
- 2.—That Chang's elder brother has felt much the downfall of the Viceroy, that he felt attempted suicide, by swallowing gold leaf; but was fortunately saved.
- 3.—That the Emperor has said that Huang must be promoted, and that unless the Hunanese both in Peking and Hunan, do it willingly, as the Hunanese submit to it quickly, he will allow foreign troops to go and do it for them. This certainly is a strange piece of news; as almost everybody is it believed by the people, and is causing some amount of excitement. Owing to these rumours, the Hunanese in this city are beginning to berate themselves once more and are engaged in spreading evil reports about foreigners again. A well-dressed Hunanese appeared a few days ago saying the following statement, viz. that of people in possession of busy streets, viz. that foreigners pay the Chinese in their employment at the rate of 100

thousand cash a month, for poisoning the wells in the city and its surroundings; as they had been doing long since, up at Panch'ang.

4.—That the Hunanese need not fear a foreign invasion for many months to come. (a) Because foreigners never think of going to Chang-sha, but in men-of-war, being too much afraid of the "Haves" to go overboard; (b) but should they attempt the overland route, and desecrate the sacred soil, they would certainly defeat their own end, and fall an easy prey to the Hunan invincible army.

It is to be earnestly hoped that our great and powerful Viceroy have not been degraded, and that his enemies, both in Hunan and Peking, have not succeeded in casting him down from his high position; and especially it is to be hoped, that his great work in central China—which are fast approaching completion—will not receive a deadly blow, in case he is removed. It would be suicidal for him, to send an anti-foreign Viceroy to Central China at present.

The above statements are being discussed and believed in by the people; and although they may not be perfectly accurate, still there must be some ground for, and truth in them.

---

**DEAFNESS ABSOLUTELY CURED.**—A Gentleman who cured himself of Deafness and Nerves in the Head, of 14 years standing, by a new method, will be pleased to send full particulars free. Address HENRIET CLIFTON, 8, Shepherd's place, Kennington Park, London, S.E., Eng.—*(Advt.)*

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**Today's Advertisements.**

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW, AMOY AND TAMSUI.**  
**THE Company's Steamship**  
**"FORMOSA,"**  
 Captain Hall, will be despatched for the above Ports, on WEDNESDAY, the 2nd November, at Daylight.  
 For Freight or Passage, apply to  
**DOUGLAS LAIRRAIK & Co.,**  
 General Managers.  
 Hongkong, 31st October, 1892. [1076]

**THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.**  
**FOR BANGKOK (DIRECT).**  
**THE Company's Steamer**  
**"CROW FA,"**  
 Captain C. Stenham, will be despatched for the above Port, on THURSDAY, the 3rd Nov. at 10 A.M.  
 For Freight or Passage, apply to  
**YUEN FAT HONG,**  
 Agents.  
 Hongkong, 31st October, 1892. [1077]

**"MOGUL" LINE OF STEAMERS.**  
**FOR SHANGHAI, TAKU, KOBE AND YOKOHAMA.**  
**THE Steamship**  
**"MORAY,"**  
 Captain Conche, will be despatched as above TO-MORROW, the 1st November, at Noon instead of as previously advertised.  
 For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
 Agents.  
 Hongkong, 31st October, 1892. [1078]

**"MOGUL" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
**S. S. "MORAY,"**  
**FROM GLASGOW, LIVERPOOL AND STRAITS.**  
**CONSIGNEES of Cargo** are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
 Optional cargo will be forwarded under notice to the contrary be given before NOON TO-MORROW.  
 No claims will be admitted after the Goods have left the Godowns, and all Goods remain undelivered after the 7th prox, will be subject to rent.  
 All claims against the Steamer must be presented to the Underwriter on or before the 7th prox, or they will not be recognised.  
 All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th prox, at 1 P.M.  
 No Fire Insurance has been effected.  
 Bills of Lading will be countersigned by  
**DODWELL, CARLILL & Co.,**  
 Agents.  
 Hongkong, 31st October, 1892. [1079]

**CONTRACT FOR BUILDING THREE BAYS ON CARPENTERS SHED, &c.**  
**H. M. NAVAL YARD, HONGKONG.**  
**PERSONS desirous of TENDERING** for the above are requested to deliver their Tenders, Sealed and Marked "TENDER FOR BUILDING," not later than, 10 A.M. on the 14th November, 1892, at H. M. NAVAL YARD addressed to the COMMODORE-IN-CHARGE, H. M. Naval Establishments.  
 Plan and Specification and all Particulars can be obtained on application to the OFFICER CHARGE OF WORKS, Admiralty Office, R. Yard.  
 Hongkong, 31st October, 1892. [1080]

**NOTICE.**  
**NOW READY!**  
**THE "BOKHARA" DISASTER.**  
**A FULL DESCRIPTIVE REPORT OF THE "BOKHARA" DISASTER**  
 With all Particulars, Reports of Interview with SURVIVORS, the Cruise of the *Thalys*, official reports of the Chief Officer, the *Arcton* and the *Porpoise*, the MARINE COURT, and the FINDING, experiences of other Steamers in the same Typhoon, the *Norman* disaster, &c., &c.  
 (All carefully Revised and Edited).  
**NOW READY.**  
**THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.**  
**PRICE—FIFTY CENTS.**  
 Orders should be sent in at once to  
**THE MANAGER**  
**Hongkong Telegraph Office**  
**Frederick's Hall**  
 Hongkong, 14th October, 1892.

**To-day's  
Advertisements.**

VICTORIA PRECEPTORY.

**A** REGULAR MEETING of the Victoria Precipatory will be held THISEVENING, the 31st instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend. Hongkong, 31st October, 1892. [1057]

**HONGKONG SMOKE CONCERT CLUB.**

**T**HE GENERAL MEETING will be held in the CITY HALL, on WEDNESDAY, the 2nd November, at 5 P.M. Hon. A. J. LEACH in the Chair.

J. A. LOWSON,  
Hon. Sec. [1075]

**HONGKONG RIFLE ASSOCIATION.**

**T**HE SHORT RANGE CUP AND SPOONS will be Shot for on SATURDAY, the 31st November. Ranges—500 and 600 yards. Time, 3 P.M.

ED. ROBINSON,  
Hon. Secretary. [100]

Hongkong, 31st October, 1892.

**NOTICE.**

**I** HAVE this Day transferred the AGENCY of the SOUTH BRITISH FIRE AND MARINE INSURANCE CO. OF NEW ZEALAND to Messrs. S. J. DAVID & Co. GEO. R. STEVENS.

Hongkong, 31st October, 1892. [1079]

**Intimations.**

**LEVY HERMANOS.**

**I**MPORTERS of JEWELLERY and DIAMONDS in great variety; by every Mail, fresh consignments of latest Novelties from Europe.

CHRONOMETERS, CLOCKS, and WATCHES of all kinds. HANGKONG TIME PIECES, and all kinds of Opticians' Goods.

LEVY HERMANOS,  
10, Queen's Road Central,  
Opposite the Telegraph Companies' Office.  
Hongkong, 16th September, 1892. [1974]

**G. FALCONER & CO.**

**W**ATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS. CHARTS and BOOKS.

No. 48, Queen's Road Central. [634]

**CHS. J. GAUER & CO.**

**C**HRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prices at every Exhibition and for Volkländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road, Central. [634]

**THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.**

**L**IST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

25—Aberdeen Dock.  
100—Aberdeen Paper Mills Office, Wing Lok St.  
102—American Paper Mill.  
26—Alice Memorial Hospital.  
24—Anderson, Capt. G. C., Praya Central.  
45—Do. East Point.  
8—Arnhold, Karberg & Co.  
5—Bay View Hotel.  
66—Blackhead & Co., Praya Central.  
66—Blackhead, F., Magazine Gap.  
18—Butterfield & Swire, Shipping Office.  
35—Do. Refinery Office.  
36a—Do. Refinery, Quarry Bay.  
45—Do. Residence, Peak.  
42—Canadian Pacific Railway Co., Ltd.  
3—Candle, Dr. J., Mount Kellet.  
55—Central Post Station.  
25—China Mail.  
55—Cowie, Dr. Alex., Queen's Gardens.  
12—Daily Press.  
60—Dalgin, Crickbank & Co., Ltd.  
41—Dodwell, Catliff & Co.  
17—Douglas Lapraik & Co.  
14—E. E. A. and China Telegraph Co., Ltd.  
34—Gas Company, Ltd., West Point.  
45—Do. East Point.  
31—Gibb, Livingston & Co.  
80—Government Civil Hospital.  
43—Government House.  
6—Harrison, W. Stuart, Residence.  
2—Drs. Hartigan, Cantile & Cowie.  
27—Holliday, Wise & Co.  
28—Holliday, C. J., Residence.  
11—Hongkong Club.  
35—Hongkong Electric Co., Ltd.  
32—Hongkong Hotel, Public Telephone.  
9—Hongkong and Shanghai Bank.  
1—Hongkong Telegraph.  
13—Hongkong Trading Co., Ltd.  
51—H. & K. Whart & Godown Co., Ltd.  
33—Do. Praya Central.  
20—Hongkong and Whampoa Dock Co., Ltd.  
77—Ho Tung, Praya Central.  
82—Do. Bonham Straits.  
76—Hughes, E. J., Victoria Peak.  
50—Imports and Exports Office.  
71—Jardine, Matheson & Co., China Sugar Refinery, Town Office.  
72—Do. East Point.  
71—Jardine, Matheson & Co., Kereese Godown.  
30—Joseph, H. H., Magazine Gap.  
23—Jordan, Dr. G. P., Praya Central.  
70—Do. Residence.  
3—Judd, W., Magazine Gap.  
64—Kennedy, J., Horse Repository.  
64a—Do. Causeway Bay.  
4—Lapraik, J. D., Stewart Terrace.  
54—MacKean, Frickel & Co.  
35—Mount Austin Hotel.  
5—Nam Wo & Co.  
46—Opium Farm, Hau Fook.  
34—Peak Hospital.  
29—Peak Hotel & Trading Co., Ltd.  
19—P. & O. S. N. Co.  
51—Ray, E. C., Office.  
45—Do. Residence.  
45—Rope Factory, West Point.  
52—Sallors' Home.  
7—Scott, H. J., Residence.  
37—Scutth Oriental S.S. Co., Ltd.  
40—Shewan & Co., Praya Central.  
61—Stevens, G. R., Queen's Road.  
62—Do. Lower Robinson Road.  
16—Victoria Hotel, Public Telephone.  
16—Watson & Co., S. S. Ltd.  
57—Wickham, J., Residence.  
57—Woo Kee & Co., Praya West.  
98—Yuen Fat Hong, Bonham Strand.  
In case of FIRE ring up No. 15.  
The Exchange is open day and night.

W. STUART HARRISON,  
Manager.  
Hongkong, 11th August, 1890.



## Masonic.

ZETLAND LODGE.

No. 525.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.  
Hongkong, 26th October, 1892. [1062]

DILIGENTIA LODGE.

OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.  
Hongkong, 28th October, 1892. [1069]

## For Sale.

THEY LEAD THEM ALL.

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER and VAN BROOK, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.  
Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT'S SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS &amp; Co.,

Commission Merchants,

No. 30, Water Street,

Yokohama.

[844]

FOR SALE.

THE SCHOONER

"MONTIARA,"

AS SHE NOW LIES IN YAU-MA-TI BAY.

Length ..... 75 feet.

Beam ..... 17 feet.

Depth of hold ..... 7 1/2 feet.

Registered Tonnage ..... 75 tons.

(Owing to recent alterations the carrying capacity of the Montara has been increased to about 120 tons dead weight.)

The Montara was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &amp;c., apply to

R. FRASER-SMITH,

6, Pedder's Hill,

Hongkong, 17th May, 1892. [525]

FOR SALE.

THE ENGINES AND BOILER OF THE

CHINESE LUNBOAT "CHOP-CHUNG,"

AS THEY LIE AT ABERDEEN DOCK.

The Engines of the Chop-chung were constructed by Messrs. Inglis &amp; Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type. Cylinders 24 and 30" dia., with a stroke of 26" and 27" dia. at the journals. The H.P. Piston Rod is 4" dia. and the L.P. 3 1/2" dia. The Piston and Connecting Rods are of 4 1/2" dia. Air Pump 14 1/2" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (each 8" dia. by 13" stroke).

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Domes on top. Its dia. is 10 ft. 2" by 10 ft. long, external measurements; Furnaces, 31" dia.; Domes, 44" dia. by 4 ft. high; Tubes, 1 1/2" dia. number by 36" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent, at Aberdeen Dock.

For further particulars, apply to

R. FRASER-SMITH,

6, Pedder's Hill,

Hongkong, 17th May, 1892. [525]

## To be Let.

TO LET.

HOUSES in KNIGHTFORD TERRACE, Kowloon.

Apply to

THE HONGKONG LAND INVESTMENT

&amp; AGENCY CO., Ltd.

Hongkong, 30th September, 1892. [975]

TO LET.

NEW HOUSES in RYTON TERRACE—Bon-

ham Road, Near Brecon Point.

A LARGE Six-roomed HOUSE at Magazine

Cap. Rent inclusive of taxes \$35 per month.

No. 4, BLUE BUILDINGS.

FLOORS in Blue Buildings.

OFFICES—Second Floor, Praya Central

(lately occupied by Messrs. Dunn, McElroy &amp; Co.)

GODOWN, under Messrs. Douglas Laing &amp; Co.'s Office.

GODOWN, No. 1A, Blue Buildings.

SEMI-DETACHED HOUSES at Magazine

Cap. Very cheap Rental.

No. 1, STANTON STREET (corner of the

Old Bailey).

No. 10, OLD BAILEY.

FIRST FLOOR, No. 22, Elgin Street.

Apply to

THE HONGKONG LAND INVESTMENT

&amp; AGENCY CO., Ltd.

Hongkong, 30th September, 1892. [976]

TO LET.

WITH IMMEDIATE POSSESSION.

THE Large Handmade SHOP, No. 24,

Queen's Road Central, lately occupied by

Dakin Bros. of China, Limited.

Two Large AIRY ROOMS on the Top Floor

of above.

Apply to

DAKIN, CRICKSHANK &amp; Co., Ltd.,

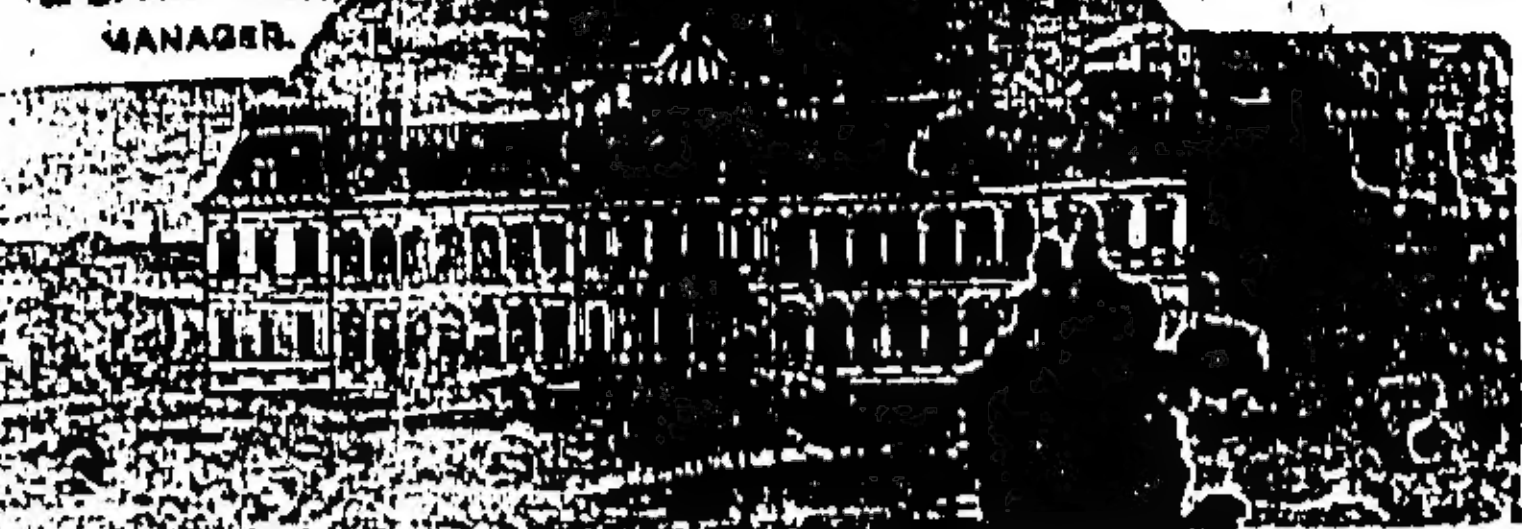
Victoria Dispensary,

Hongkong, 2nd August, 1892. [978]

## Intimations.

THE IMPERIAL HOTEL LTD.

TOKIO, JAPAN.



## THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House, and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 to \$4.50 PER DAY.

C. S. ARTHUR,

Manager.

## CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms Attached to Suites and Single Rooms, with hot and cold water laid on, DOUGHS, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &amp;c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS: "CENTRAL, SHANGHAI."

[666]

F. E. REILLY,

PROPRIETOR.

## THE MOUNT AUSTIN HOTEL,

Telegraphic address,

"EXCELSIOR," Hongkong.

1,400 FEET ABOVE SEA LEVEL

TELEPHONE

No. 35.

TARIFF FROM DECEMBER 1st, 1892, UNTIL APRIL 30th, 1893, SUBJECT TO

ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person ..... \$ 3.00

Board and Lodging by the Day for Married Couples occupying one room ..... 4.50

Board and Lodging by the Month, one person ..... 60.00

Board and Lodging by the Month for Married Couples occupying one room ..... 100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day ..... 2.50

Sitting-room by the Month ..... 30.00

Extra Bed-room by the Day ..... 2.00

Extra Bed-room by the Month ..... 20.00

Bed and Breakfast ..... 2.50

Breakfast ..... 0.75

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates. For further particulars apply at the Company's Offices, 38 and 40, Queen's Road Central, or to R. FRASER-SMITH, Manager, Mount Austin Hotel.

Hongkong, 13th October, 1892. [1018]

## PROFESSIONAL NOTICE.

I HAVE this Day resumed my Hongkong

DENTAL PRACTICE.

DENTON E. PETERSON, D.D.S.,

No. 9, Connaught House,

Queen's Road Central.

Hongkong, 3rd October, 1892. [785]

## SIEN-TING

SURGEON DENTIST,

No. 10, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1892. [966]

## HONGKONG TIMBER

YARD, WANCHAI.

OREGON PINE STARS and LUMBER

Always on Hand.

L. MALLOTT

Hongkong, 24th June, 1892. [661]

## Hotels.

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed

HOTEL, situated at a height of 7,350 feet

above sea-level, having been leased by the

Proprietors of the "VICTORIA HOTEL," is

now open and will be run in conjunction with

their HOTEL in Queen's Road, thus enabling

them to offer special inducements to Visitors and

Residents.

SPECIAL WINTER RATES.

The Rates for BOARD and LODGING during

the Winter Months, from November 1st to

March 31st, have been reduced as follows:—

One person, one month ..... \$50.00

Married couple (occupying one room) per

month ..... 85.00

One person per day ..... 2.50

Married couple per day ..... 3.50

For full particulars apply to

VICTORIA HOTEL,

Hongkong, 25th October, 1892. [874]

## THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably

situated within a few minutes' walk of the

River Shamien Wharves, is now open to receive

Visitors.

The Bed-rooms are cool, airy and comfortably

furnished, and the spacious Dining Room, Sitting

Rooms, and accommodation generally will be

found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every

luxury in season, and the cuisine is in experi-

enced hands.

Wines, Spirits, Malt Liquors, &amp;c., of the best

quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,

Manager.

Hongkong, 1st September, 1892. [970]

## Hotels.

## WINDSOR HOTEL,

(In Connaught Building),

QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in

WINDSOR HOUSE has now been

removed to CHANCERY HOUSE.

Cuisine under European management. Each

Bed-room has its own Bath-room. Hot and Cold

water. Passenger Elevator to all Floors.

Charges from \$3 per day upwards.

Special Rates for Families or Permanent

Boarders. Offices and Rooms to let Unfurnished,

and Rooms with or without Board, by day or

month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, 23rd August, 1892. [184]

## BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public

that for their comfort and convenience

Visitors to this popular Summer Resort, "BAY

VIEW" occupies the best situation on the

Shan-ki-wan Road, commands an excellent view

of the Harbour, and is always open to the cool

breezes from the Southwest. Steam-launches

can at any time come alongside the jetty adjoin-

ing the spacious lawn.

The Cuisine is unexcelled in Hongkong, and

only the best Brands of Wines, Spirits, Cigars,

etc., are kept in stock. Private Dining or

Tiffin prepared in the best class style on the

shortest notice, and Meals can be served at all

hours.

Hongkong, 2nd May, 1892. [180]

## THE BOA VISTA HOTEL.

BISHOPS HAY, MACAO.

THIS HOTEL is situated on the sea shore

in one of the best and healthiest parts of

Macao, and commands an admirable view

facing the South. Its accommodation is unsur-

passed in the Far East.

Every comfort is provided for Visitors, with

an excellent Cuisine, and Wines, Spirits and

Malt Liquors of the best brands.

Hot Cold, Shower and Sea Water Baths.

Large and well Ventilated Dining Billiard and

Reading Rooms, and a well supplied Bar.

A small Dairy is attached to the premises.

MRS. MARIA B. DOS REEMEDIOS,

Proprietress.

[1064]

## HAUSENSTEIN'S HOTEL,

A. M. O. Y.

THIS First-class FAMILY HOTEL is

situated on the beach at KULANGSOO

and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and

WINES, SPIRITS, and MALT LIQUORS of

the very best quality.

Terms Moderate.

E. HELLWIG,

Proprietor.

Amoy, 31st September, 1892. [105]

## Mails.

ACCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING

STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belge ..... Thursday, 10th November.

Occident ..... Tuesday, 20th November.

Gaelic ..... Tuesday, 20th December.

THE Steamship: "BELGIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th November,

at 1 P.M. Connection being made at Yokohama

with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver,

Victoria, Esquimaux, New

Westminster, Port Townsend,

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